LONG ISLAND FORUM

Washington's Long Island Carriage—See Next Page

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FEBRUARY, 1950

Th's Month's Cover

This photograph of Washington's Presidential Carriage shown on our cover was taken in 1872 when the ancient vehicle, built soon after the first inauguration, appeared in a parade in New York commemorating his 140th birthday. At that time the carriage was in the custody of William Dunlap of the Phoenix Coach Works in Philadelphia. The photograph is from the Leslie Elhoff Collection.

* * *

Correction, Richard Gildersleeve

My neighbor Arthur T. Hewlett called my attention to the reference to Richard Gildersleeve in your Nov. issue.

On page 217 it is stated that he purchased land from Carman in "1634".

According to my histories Richard arrived in Boston Bay from England in 1635, and came to 'Hempstead' from Connecticut in 1644. He had been elected a magistrate in Conn. and continued in this office in L. I. It was his grandson Thomas who was town clerk of Hempstead. It is said that my family derive from Thomas; they left L. I. for Dutchess Co. N. Y. about 100 years ago.

I have a card index of Gildersleeves—some 3000 of them—dead & alive.

Your Forum is very interesting, and I enclose $2.00 for subscription.

Alger C. Gildersleeve,
Far Rockaway

Mr. Howard erred in his statement. Hempstead Town was founded 1644.

* * *

Black Squirrels

At least five pure black squirrels, same size and shape as the common grey squirrel, live and thrive in the Hewlett cemetery. I have also heard that similar squirrels are found near Syosset. I'm wondering if any Forum readers could

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Washington on Long Island

By Leslie Elhaff

LONG Island was visited on at least four occasions by George Washington of whom it has been said that as President he was more familiar with the nation's geography than any contemporary public official. He began his travels at the age of sixteen when he explored and surveyed a large part of future Virginia and West Virginia. Later, during the French and Indian War and still later in the Revolution, he ranged from Virginia to upper New York and Maine. While President he toured the states and made his memorable journey through western Long Island.

Washington's first visit to the island was made on a journey from Virginia to Boston and return. In his 24th year, as a colonel in the Virginia colonial forces during the French and Indian War, Washington had his authority questioned by a Captain Dagworthy who claimed his royal commission in the British army outranked the young colonel's. The latter thereupon decided to present the matter to General William Shirley, commander-in-chief of the King's forces in America, whose headquarters were in Boston.

Leaving home February 4, 1756, Washington, with Captain George Mercer and Captain Stewart of the Virginia Light Horse Cavalry, and three servents, all on horseback, started north. Details of their journey have been gathered from Washington's account books and from publications of that day. They stopped at Philadelphia and later spent ten days in New York, then a thriving seaport of ten thousand inhabitants.

From New York they continued on to Boston where Washington presented his problem to General Shirley and received a favorable ruling. At Boston, the young colonel met a number of prominent persons including John Adams who later helped to make him commander-in-chief of the American forces.

There are opposing opinions as to whether or not Washington rode through Long Island on his journey north, but as to the return trip of his party it is recorded in the diary of Joshua Hempstead of New London, Connecticut, that "Colln Washington is returned from Boston & gone to Long Island. Power's sloop & 2 boats to carry 6 horses & his Rtenue all bound to Virginia." At Greenport, descendants of one Lieutenant Constant Booth claim that the party stopped at Booth's inn. Washington usually traveled from thirty to thirty-five miles a day on horseback, at which rate his party would have spent at least three days between the east end of Long Island and the Brooklyn ferry.

Twenty years later, as commander-in-chief, Washington left his Manhattan headquarters on August 22, 1776, crossed the East River to Brooklyn and examined the position of his troops which were to fight the Battle of Long Island. It was the day before the British landed on the shore of Gravesend Bay. On August 27, the second day of the battle, Washington established headquarters at the Brooklyn Heights home of Philip Livingston, one of Long Island's three "Signers". Two days later he and his staff, seeing their untrained army badly beaten and pushed back to the heights above the river, decided on the strategic withdrawal which was to save the American forces for future campaigns.

Original Onderdonk Paper Mill, Roslyn
From 1900 Photo Loaned by A. N. Van Nostrand, Manhasset

That night in a heavy fog, with campfires left burning to deceive the redcoats, Washington himself stood on the ferry stairs to direct the embarkation of his troops as they were quietly marched to the river. The crossing was accomplished without a single casualty although a Mrs. John Rapalye, awakened by marching soldiers, sent a trusted slave to British headquarters

to give warning. Her messenger, however, was halted by a Hessian sentry who could understand no English, and as the slave could speak no German he was placed in the guardhouse until morning — a fortunate thing for the plans of General George Washington on this "visit" to Long Island.

At the time of Washington's third visit to Long Island he was fifty-seven years old and had been president of the United States a little over five months.

He was living at the corner of Cherry and Pearl streets in New York City, which boasted then a population of 30,000 and was the third largest city in the United States. His residence was on the outskirts of the city and that was just eleven city blocks from Federal Hall, our first National Capitol, located at the corner of Wall and Nassau streets.

From the windows of his residence he could see the Brooklyn Ferry landing directly across the river and it must have often reminded him of that night in August 1776 when he ferried his army across from that point to safety on the New York shore.

Under the date of October 10, 1789 an entry in his diary reads, "I set off about nine o'clock in my barge to visit Mr. Prince's fruit gardens and shrubberies at Flushing on Long Island". With him, he stated, were Vice-President John Adams, whom he had first met on his trip to Boston in 1756; State Governor George Clinton, Senator Ralph Izard and Major William Jackson.

When the presidential party arrived at Flushing they were greeted by the townspeople who saluted the President with a small cannon. The Prince gardens did not measure up to Washington's expectations, as he wrote, "the shrubs were trifling, and the flowers not numerous". You will note that the month was October which may have been the reason why the flowers were not numerous. His account book shows, however, that shortly after his visit he bought fruit grown on Mr. Prince's fruit trees.

Prince's Nurseries were first started in 1737 and by 1789 were one of the largest in the United States. Munsell, describing this place, says: "Robert Prince and his son William occupied the land south of Bridge Street, (Flushing) extending from Lawrence Street to the middle of the block between Prince and Main Streets and on the south about to the Reformed Dutch Church, the family mansion being on Lawrence Street, just northeast of the Effingham Lawrence house". The Prince home in which Washington and party were entertained by William Prince in 1789, stood until 1863.

During the second year of Washington's first term as President he planned a tour of Long Island to meet and talk to the citizens along the route as he had done on a previous trip covering the northern states. He wished to find out what the people of Long Island thought of the new government and, always interested in everything pertaining to farming, he wanted to learn of the methods used here, the extent of crops and the kind of soil found in different parts of the island.

Washington had planned to

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Duck Shooting of Yesteryear

By Capt. Chas. Suydam, Jr.

FEW IF ANY of the present generation can have the slightest conception of the very great number of web-footed wildfowl that inhabited the waters of the Great South Bay during fall, winter and spring months up to about forty years ago. Among the most numerous of these birds were the broadhill, brant, whistler, (goldeneye) black duck, sheldrake and in lesser numbers, the redhead broadbill.

Speaking particularly of the mid and western sections of the bay, if there ever was a gunners' paradise, it was here. During the period between 1903 and 1910 occurred here the greatest concentration of broadbill in my recollection. In 1903 the open season closed January 1, brant excepted. A few years later, the season was extended to February 1 and a bag limit was imposed. Although when this took place wildfowl were still plentiful, the bag limitations and the very drastic ones imposed today have had little or no effect, as far as I can see, in stopping the constant decrease of wildfowl that visit this part of the Great South Bay.

Some years ago when the eelgrass disapeared entirely and with it the brant, obviously they were starved out. I do not mean to infer that the brant are becoming extinct by any means, for if one goes southward through the New Jersey Inland Waterway he may still see them in goodly numbers in the numerous sloughs and bays through which the lower reaches of the Waterway pass.

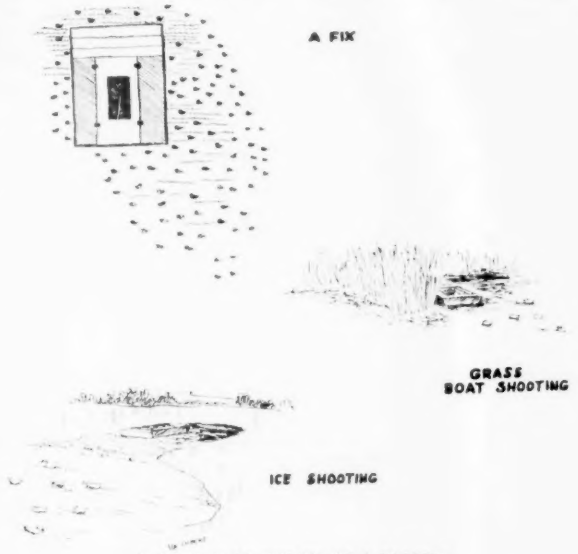
At any rate, by far the greater part of the fall flight of brant now bypasses Great South Bay, many of them stopping in lower New Jersey and some going as far south as North Carolina before coming down. There is nothing very surprising in this when we consider the airplanes which now roar over the bay, together with the ever increasing number of faster and noisier powerboats which use the bay day and night. To my mind, the surprising thing is that there are any wildfowl at all in these waters.

The absence of some species of wildfowl here may also be accounted for by lack of food. A small shellfish, globular in shape and about the circumference of a five-cent piece, has practically disappeared from here in recent years. They were the favored feed of broadbill and were known as "broadbill feed" although I have found them in the crops of brant and black-duck.

I can recall when wildfowl had a big place on the family menu of the average bayman. (Roast duck and duck patties are wonderful when properly cooked). Almost every bayman had an outfit of some kind ranging from the low decked grassboat or ice dinghie (forerunner of the present day racing scooter) to the single or double battery or gunning machine, with a kit or "setting" of from 125 to 200 decoys.

These batteries were simply water-tight boxes so designed that one or two persons could lie prone in them. Extending from all four sides of the box were light wooden decks. Along both sides, beyond the decks were "wings" which could be folded over upon the decks when not in use. Beyond the forward deck extended a "head fender", consisting of a series of light wooden slats spaced a short distance apart and covered with light canvas or some other durable material. This, as the name suggests, was to fend off the waves that might otherwise overlap the deck and sink the whole affair.

In making a "fix", the battery was weighted until its decks were slightly above water level. With the fender



A FIX IS ALSO KNOWN AS A BATTERY

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Forum

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give further information on this species or freak.

Roving Reporter.

* * *

Island's Largest Holly?

LeRoy Wilcox of Speonk, one of the island's leading authorities on various phases of natural history, submits the photograph of an American Holly tree, taken September 2, 1949 at Southampton. "It is," writes Mr. Wilcox, "about 28 feet

high and is 92½ inches in circumference four feet above the ground."

"Mr. Frank Downs of Southampton," continues Mr. Wilcox's letter, "told me that he did not think it has changed much in the last 65 years. I have seen large Holly trees on the beach at Point O' Woods, but none that could compare in size to this tree."

The Forum would be interested in hearing from anyone who may know of a larger or, in fact, any especially large Holly on the island.

* * *

Hofstra, a pamphlet to be published "from time to time" by the college of that name at Hempstead came to hand recently. It seems to be a fine idea well executed, judging from the first issue. Anyon d - siring to receive it regularly should notify the editor at Hofstra College.

* * *

Teacher of 1850

I derived a great deal of pleasure from reading Dr. Wood's story about East Hampton. I like to think how Long Island was in my grandmother's day. She was Ann Maria Terry, born in Farmingville in 1834. Was teaching school just 100 years ago. I hope Dr. Wood keeps those stories coming.

Eunice Still Jones (Mrs. S.S.),
Patchogue.

* * *

I need not tell you how fine your magazine really is. John O'Halloran, Brooklyn.

* * *

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Reminders

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The End of a Tongue

By Dr. Clarence A. Wood

ON BOTH FORKS of Eastern Long Island there was no separation of Church and State during the years of settlement and later development. The head of the community was at the same time pastor and governor. All who did not obey and conform, or who attempted to interfere with local customs, laws and worship were dealt with summarily and severely. Strangers were not welcome.

This was particularly true in Southold; less so in Southampton; not at all, however, on the island lying between the bite aptly called *Shelter* Island.

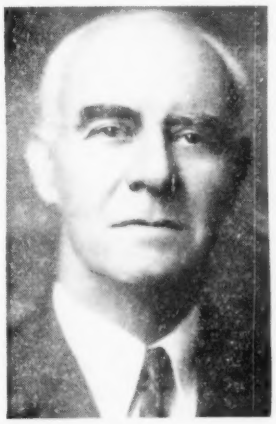
There is little in the Southampton records to indicate that members of the Society of Friends (Quakers) were there persecuted. It was otherwise at Southold, as also at the West End. Herein is a tale that sullies the pages of early Island history—persecution endured for conscience's sake. History cannot ignore the ignoble. Soiled, indelible pages must not be deleted.

Southampton did banish Richard (Bull) Smith, credited with being "the first Quaker in America" — he who later founded the township still bearing his family name. His "carriage" toward the magistrates of Southampton was adjudged "unreverend" according to the record. He was, in other words, in contempt of court.

Rev. John Youngs, minister and moderator at Southold, refused to baptize a child of John Booth because the latter did not pay church assessments, which were at the same time civil taxes.

Except for Rhode Island and Shelter Island there was not in 1658 a rock in the colonies of North America on which a Quaker could step without exposing himself to severe suffering. The master of the ship who should land such a would-be Friend was himself subjected to a heavy penalty. (James Bowden's History of the Society of Friends).

Weary exiles on account of religion always found refreshment and succor on Nathaniel Sylvester's island. He, who with his young wife Grissel (refugees themselves from their English home) were Shelter Island's first white inhabitants, is believed



The Author

to have been a Quaker. (Bowden). The author of *Friends in the 17th Century* says Captain Sylvester either became a Friend at the time he purchased Shelter Island (1652) or he was soon thereafter convinced of the principles of the Quakers. At any rate, to the undying credit of the Sylvesters, Quakers were permitted to worship and dwell there unmolested.

George Fox, founder of the sect, twice visited Shelter Island. In his Journal (printed in London 1694 shortly after his death) Fox tells of his two visits to Long Island and of preaching at the West End and to the inhabitants of Shelter Island, including the Indians (pp. 365-370).

Two decades after the beginning of Southold, Quakers learned in a ghastly manner that they were no more welcome at the first English settlement in what was to become the Empire State than they were in what is now Nassau County and westward where the Dutch were in control.

In 1658 Humphrey Norton, a Quaker who had been banished by the Court of Plymouth the previous October, sought refuge at Southold. He was arrested and taken before the New Haven Court, March 10, 1658.

The charge against Norton was that he endeavored to seduce the people of Southold from attendance upon their minister; that he slandered and misrepresented their spiritual and political leader; that he spread heretical opinions and expressions of blasphemy; that he villified or nullified the authority of the magistrates and disturbed the peace.

The Quaker was found guilty as an incorrigible and was banished from the jurisdiction of the New Haven Court, which included Southold. That was not all. He was also severely whipped and one hand branded with the letter H. Besides this, a substantial fine of ten pounds was clapped upon him.

This, said the magistrates, "was the least they could do and discharge a good conscience toward God". Rev. Dr. Epher Whitaker, worthy successor in modern times of Southold's first pastor, in his history of the town says merely that this was "an interesting case." (p. 103).

Three years after Norton's banishment from Southold, Quakers, despite adverse laws

and decrees, brandings and fines, had infiltrated into the Island's communities, more particularly at the West End.

One of these Quakers was Thomas Case, in all probability closely related to Henry Case, ancestor of present day East End Cases. Thomas Case hailed from Fairfield, Conn. some time after 1661, and settled at Newtown where he died in 1692.

He was a leading and strenuous Quaker. Because of the somewhat turbulent expression of his religious views, Thomas Case came in conflict with peppery and nore too tolerant Governor Peter Stuyvesant and the government at New Amsterdam.

Case's personal followers were known as "Case's Crew." One of this company crossed the Sound from Fairfield in early November, 1681, and with two women went to Southold where they met another of their persuasion from Fairfield named Samuel Banks.

At the time a young merchant from Boston, named Thomas Harris, was also sojourning at that settlement. These members of Case's Crew sought out young Harris who at first was little inclined toward them. However, they fell to dancing about him, singing also after their manner. Finally he too began to dance and sing with them. Eventually he spoke of experiencing extraordinary raptures. He was heard to have called those who were not of the Quaker religion, devils. His own father, he was reported to have declared to be of that category.

When Harris had thus "thrown these tokens of conversion", as it was accounted, he was admitted to the society of Case's Crew. By them he was told, henceforth his tongue should be as the "pen of a ready writer." The young novitiate, theretofore of a composed behaviour, then ran about shouting "Joy! Joy! Joy!"

The hour becoming late, Harris sought lodgement with a Quaker not far from the village. There he retired before the family of his host. When another young man came to share his bed, Harris said he must get up and return forthwith to the village where he had left his associates of the previous evening. The other tried to persuade Harris to lie still until daylight, but he would not do so. Up he got and went his way.

The next day his hat, gloves and neckcloth were found in a road leading to the village. A quarter of a mile distant his dead body was discovered on the Sound shore. He had been brutally murdered, by whom was never discovered,

Continued on next page

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Marriage Vows and Agreements

By Kate W. Strong

I HAD always thought that in early days women married very young. I was therefore much surprised to find in the early Oyster Bay Town Records that the legal age there for marriage was 21 years for a man and 18 years for a woman.

Speaking of marriages, I think the following pre-nuptial agreement is interesting. I confess I have corrected the spelling in a few places to make it easier reading.

"To all people to whom these presents may cum I Thomas Armatage of Oyster Bay on Long Island planter send greeting—I grant give and bequeath Unto Ann Lyttiestone of Oyster Bay Aforsayd whom by gods permission I entend to make my weded wife To say A bay mare of five years old or there A bouts with all the increass that arise out of said mare from this day forward forever more and keeping for the said mare and all her increass .

This was for the wife's lifetime. At her husband's death she was to receive two of his best cows, "milking or not milking", whichever she might choose. Also for her lifetime "but no longer", she was to have "my now dwelling house seituated at oys.er bay with all my holl lott of orchard and garden to be frecly possessed." This also was for her lifetime only but all household furniture was to be hers to do with as she pleased.

The house at her death was to go to their surviving children, if any. If not it was to go to his executors. Strange to say, there was no mention of her losing the property should she marry again. The instrument is not dated but appeared among records of the early 1660s.

The following is an account of a Quaker marriage: "whereas Richard Udall son of Thomas Udall (deceased) and Susanna his Wife, of the Township of Huntington, County of Suffolk and State of New York, and Deborah Powel Daughter of Willet Powel and Catherine his wife of the Township of Oyster Bay, County of Queens and State aforesaid; having for some time intended marriage with each other and having consent of their surviving Parents to their said intended marriage, Now these are to certify whom it may concern, that for the full accomplishing of the intended Marriage, on the third day of second month in the year of our Lord one thousand eight hundred and one, they the said Richard Udall and Deborah Powel appeared in a Meeting of the subscribers held at the dwellinghouse of the said Willet Powel.

"And the said Richard taking the said Deborah Powel by the hand, in a solemn manner openly declare that he took her the said Deborah Powel to be his wife, promising with the Lord's assistance, to be unto her a loving and faithful Husband until death should separate them.

"And then and there, in the said Assembly, the said Deborah Powel did in like manner declare, etc. And more over they the said Richard Udall and Deborah Powel (she according to the custom of marriage assuming the name of her Husband) as further confirmation thereof did then and to these presents set their Hands;

"And we whose names are hereunto subscribed being present at the solumization of said marriage and Subscription, have as Witnesses hereunto, set our hands the day and year above written. Richard Udall Junr., Deborah Udall.

"Recorded by David Valintine."

As there were thirty-three who signed as witnesses, I will just give the names of the families represented: Merritt, Smith, Havens, Whitson, Carman, Weeks, Powell, Valintine, Willets, Underhill, Seaman, Hicks and Wickham.

The End of a Tongue

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or if known, not officially divulged. His mouth was shut tight. One eye hung down upon the cheek. Three stabs were visible in his throat.

The body of the victim was buried by the High Sheriff of Yorkshire (all Long Island, Richmond and Westchester), who was none other than Col. John Youngs, very prominent son of Southold's first pastor of the same name. Later Col. Youngs was one of the judges who condemned Jacob Leisler.

The sheriff was a local resident, living on Youngs Avenue in a house he had built, the southern half of which still stands on its original site, one of Southold's oldest houses—now the home of Miss Emma M. Rutzler.

The night following the interment of the gory body of Harris, Sheriff Youngs reported having been disturbed in his sleep by what he called a Voice. It seemed to call loudly that justice be done the murdered visitant to Southold. Thrice the demand was vociferously made. The following night also, came the Voice very close to the bed of the dignitary—son of the Oxford educated Puritan preacher. Again loudly the demand for justice was repeated, so said

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Forum

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Thank You, Dr. Corey

I have read with considerable interest Dr. Wood's article on Ezra L'Hommedieu, Island Statesman, and I am very glad that he wrote the article. Mr. L'Hommedieu's name should definitely be submitted to the directors of the Hall of Fame.

Albert B. Corey,
State Historian, Albany

* * *

The Forum Microfilmed

Beginning with the past year of 1949, complete yearly volumes of the Long Island Forum will be available in microfilm edition through University Microfilms, 313 N. First St., Ann Arbor, Michigan, with whom orders may be placed.

University Microfilms has inaugurated this service on a national scale to relieve the storage problems of college, school and other libraries which desire to keep on file for reference purposes material of lasting value in such fields as science, art, technology, history, etc. To do so they have selected a list of publications for miniature reproduction which will thus be distributed throughout the country as the demand warrants.

As far as known the Long Island Forum is the only publication in this area selected for the list which is made up principally of periodicals of nation-wide scope in their fields.

* * *

I have never seen anything in the Forum about the gunpowder ship which blew up on the beach somewhere east of Moriches during the War of 1812. Is this only another fable?

P. A. Thorne, Queens

No. The American ship Live Oak, inbound from France and carrying 222 bags of gunpowder actually stranded and blew up near Bridgehampton in July 1814. According to Hildreth's Diary: "She blew up about 11 o'clock with a tremendous shock. It seemed to shake the island to its center, hundreds of lights of glass were broken in town. She was blown into fragments; one piece of iron was found some half-mile from where she lay. Edi.

* * *

Shore Whaling in 1897

Whaling is generally supposed to have been on the decline among Long Islanders nearly a hundred

Continued on next page

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Forum

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years ago but, as a matter of fact, shore-whaling continued to be a profitable business around the Hamptons up to about fifty years ago. A newspaper item from the east end in the late winter of 1897 describes how it was then being carried on there. The item follows:

Captain Joshua B. Edwards of Amagansett added another to his long list of captures when he darted his lance into the vitals of a fierce whale which had baffled the skill of the combined crews of the Amagansett fleet for more than two hours, off Montauk on Saturday last. A right whale was raised on Thursday, but was not captured. On Friday the five Amagansett boats and six boats from the west had another unsuccessful chase.

Saturday morning the flag was up again at Amagansett and the five boat crews put off to the east. The boats were commanded as follows: 1st boat, Capt. Joshua B. Edwards; 2nd boat, Capt. Jesse B. Edwards; 3rd boat, Capt. Jonathan Edwards; 4th boat, Capt. Charles Miller, 5th boat, Capt. George Smith.

A right whale was encountered off Napeague, and after some manœuvering Capt. Joshua Edwards darted a lance into its side. Soon after Capt. Jesse Edwards' boat came up and threw another iron into the whale. The animal then turned completely over and twisted the lines, making the work for the two crews more difficult.

Then began a hand-to-hand fight between the two hardy captains and the whale, which lasted two hours and twenty minutes. Capt. Joshua Edwards got so near to the whale once that he was knocked down by one of its flukes. The monster kept up a determined and dangerous fight for liberty, and was lanced twenty-six times before his life was struck. Capt. Joshua throwing the iron that finally found the vital spot.

The whale was successfully towed to the Amagansett beach where he was gazed at by multitudes of

Continued on next page

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Long Island Forum Index

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Forum

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people who journeyed from far and near, all day Sunday.

The capture is a southern male right while of medium size. The body was cut up on Monday. Its total length was 38 feet and the bone measured 4 feet 10 inches. The blubber will probably net about 18 barrels of oil.

G. P. Stenton.

☆ ☆ ☆

Inquiry, Name of Arverne

Is it true that Arverne on the Rockaway peninsula got its name from that of the man who developed it — Remington Vernon, who was called Vern by his friends? Thus: R. Vern.

H.K., care Forum

So we have read. Edi.

☆ ☆ ☆

Sag Harbor's Early Industries

Sag Harbor was quite an industrial center during the whaling era. Cornelius Sleight had a sperm candle factory, near Bay Street; Benjamin Wade built ships at the cove near Peter's Green; ships were built at Bushy Neck; schooners were built at North Haven; shipyards built barks and brigs and schooners on sites both east and west of the wharf; Urith Gordon built whaleboats, at Conklin's Point; so did Jared Wade, near North Haven bridge.

A chemical works had a short but unprofitable existence; there was an attempt at sugar refining. Joseph Fruedenthal had a cigar factory in the Hunting block, foot of Main street (1871). Benjamin Hedrand made cigars, so did Williams & Babcock, west side of Main street.

John Foster Jr. tanned hides as early as 1736. Samuel Davis at one time was a Sag Harbor tanner.

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Island's Part in World Aviation

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A majority of the American flyers of World War I were trained at or passed through this field before going to France. It was one of the great war-time fields. As soon as the war was over, however, the Army had the problem of deciding which of the numerous war-time fields they should make into permanent bases. It was decided that instead of holding Roosevelt Field, they would utilize a large tract of land just to the south which had a greater acreage. This land had been leased by the Army in 1917 as a general supply camp for concentrating and distributing supplies to the surrounding military air fields and training camps. About all that could be said for it was that it was large and flat. Much had to be done before it could be a good air field. Nevertheless, the Army acquired it and set July 16, 1918, as the day to formally dedicate the field. Just before this date fell due, Major John Purroy Mitchel, Army pilot and ex-Mayor of New York City, was killed in an air accident while training at an Army field in Louisiana. It was immediately decided to christen the field Mitchel Field, so with hardly a usable runway, the old supply field of World War I started its career with another great name, and in the past thirty years has grown to be one of the finest military fields of the country.

After the Armistice in November, 1918, aviation was left in a state of suspended animation. The world now realized its great military potentialities, but with the rush toward disarmament and

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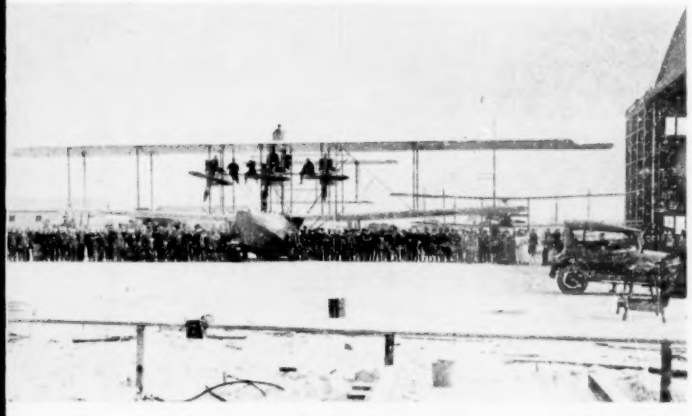

The Navy Airplane NC-4, built at Garden City, assembled at Rockaway Beach; first airplane to fly across the Atlantic, May, 1919

Washington on Long Island

Continued from page 24

start Monday, April 19, but was prevented from doing so by rainy weather. Leaving his new residence at 39 Broadway (near Trinity Church) the next morning, he first went to Fraunces Tavern at the corner of Pearl and Broad streets where he was met by the others of his party, and together they proceeded to the ferry.

The entry in his dairy for Tuesday, April 20, 1790 reads: "About eight o'clock (having previously sent over my servants, horses, and carriage) I crossed to Brooklyn."

It is interesting to note that in 1790 the population of Long Island was 36,949, divided as follows: Suffolk County, 16,444; Queens, 16,014, and Kings, 4,490. Of these, Queens had 2,309 slaves and Suffolk 1,098.

On the east bank of the East river, met by servants and carriage, Washington's party proceeded uphill to Brooklyn, then consisting of a few houses clustered near the Old Dutch Church which stood in the middle of the road to Jamaica.

At what is now Fulton street and Flatbush avenue the road turned right and a branch which the party followed led through the hills, now in Prospect Park, and on into Flatbush. The latter village turned out in force to see the famous people. Further on at New Utrecht the schoolchildren joined in the greeting. From the old Van Pelt Manorhouse, built in 1664 and still standing at 18th avenue and 79th street, came little Peter Van Pelt to shake the President's hand. Years later as a minister, following Washington's death, Van Pelt extolled his virtues in a sermon.

At New Utrecht the party dined with a Mr. Barre of whom Washington wrote that,

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Island's Part in World Aviation

Continued From Page 33

economy, peacetime aviation was left only with a large surplus of Army training airplanes and a lot of ex-Army flyers who still wanted to fly. On Long Island the many air fields reverting to peacetime flying were busy with flying clubs, aviation schools and barnstorming groups, but the activity was all for fun or for exhibition; there seemed to be no practical demand for commercial flying.

True, airmail was being given another trial. The Post Office Department had inaugurated its first intercity airmail service between New York and Washington, Belmont Park served as the New York terminus. Later a New York to Boston run was inaugurated and then a New York to Chicago schedule. All of these first runs used Belmont Park as the New York terminal, but its size and location were not suitable, so the Post Office Department, after temporarily using Roosevelt Field for a few months, finally established Hadley Field near New Brunswick, New Jersey, as the airmail terminal. The struggle was pretty severe. The mail was quite irregular and not much time was saved. Only the loyal optimists and the enthusiasts used the service. The public was not sold.

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Washington on Long Island

Continued from page 33

although obliging, there was little else to recommend his place. Mr. Barre gave him considerable information on the yield per acre of oats, rye and Indian corn. The soil throughout Brooklyn as far as Flatlands, wrote Washington, was a rich black loam. From there to Jamaica it became sandy but was good and productive. The trees were chiefly hickory and oak mixed with locust and sassafras and in some places a great deal of cedar. Until near Jamaica they drove continually in sight of "the sea" (Jamaica Bay).

The same day, passing through Gravesend, over the Kings highway, past the Flatlands Dutch Church, they reached Jamaica and dined at Warne's tavern, "a pretty good and decent house" where they spent the night. The site of this tavern is now occupied by the Jamaica Theatre on Jamaica avenue, nearly opposite King's Park in which is the Rufus King Mansion. The Smith farm house which stood there in Washington's Day is still preserved in the rear of the mansion.

To be continued

Inquiry on Shipwreck of 1657

I have a note to the effect that on March 8, 1657 the ship Prince Maurice with 180 persons aboard including Dutch soldiers, immigrants and crew stranded off Fire Island but all hands were saved by Indians and reached New York by land. Where can I find authority for this?

P. A., care Forum

SPERRY

Great Neck

Long Island

Island's Part in World Aviation

Continued from Page 34

The Navy was the first to organize a project to show the great advances that had been made in aviation during the war years. A secret Navy project had been under way in the Curtiss Engineering Laboratories at Garden City for several years. A huge 3-engine airplane had been designed and was being built there, which was of sufficient power and range to fly across the Atlantic. It was to be a big surprise for the Germans, but the armistice came before it was completed. Work was not stopped, however, and in the spring of 1919 parts for three of the big ships were taken from Garden City down to the Naval Air Station at Rockaway Beach, where they were assembled in a large hangar. By April the three sister ships, NC1, NC3 and NC4, were ready for test flights.

On May 8, 1919, all three of the big 3-engined flying boats took off from Jamaica Bay on the first leg of their flight and flew to Trepassy Bay, Newfoundland. On May 16th, they started across the Atlantic for the Azores. Mechanical troubles caused the NC1 and NC3 to drop out, but the NC4 with Lt. Commander Albert C. Read in command and Walter Hinton as pilot, reached Horta on May 17th, flew on to Lisbon on May 27th, and completed the trip to Plymouth, England, on May 31st. They flew altogether a total of 4514 miles. Long Island can indisputably claim as its own this first successful transatlantic project.

By quite a coincidence, the British were able to return this courtesy visit across the Atlantic within five weeks' time, and thus even up the score by achieving a transatlantic "first" of their own.

Continued on Page 36

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Seen in Biltmore Fashion Show

For end of winter into spring, a costume suit of black satin can be as bracing to the feminine wardrobe as the bright thought of warmer weather ahead.

The suit seen here was presented at the Hotel Biltmore, New York, at a recent charity fashion showing of clothes for spring and resort wear, staged by the Traphagen School of Fashion. The crisscross jacket of this suit ending in swash points at the waistline is closed

by a parade of little satin buttons. Long-pointed collar and cuffs add a clean-cut accent to the dress-maker design which is ideal for wear as a suit-dress or with a soft blouse.

Designed at Traphagen by C. C. Eckhoff, Jr., and made in the school's clothing construction department by Jeanne Kellogg, the

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Island's Part in World Aviation

Continued From Page 35

On July 6, 1919, the great British Dirigible R-34 completed the first lighter-than-air-ship flight across the Atlantic. Direct from England it came non-stop, cruised around New York City, and then moored at Roosevelt Field. A rigid dirigible was a new sight not only to Long Islanders but to America. Thousands of people drove out on the Island to see the huge silver fish slowly swaying at its moorings in the center of Roosevelt Field. At night floodlights illuminated it and the public stayed to admire. It remained there for several days until the weather was right for the return trip and then one evening it rose, circled New York in a farewell gesture, and was off again to England. Probably no other aeronautical occasion on Long Island ever attracted so many people. It was a majestic sight.

Before the end of 1919 a wealthy hotel owner, Raymond Orteig, probably inspired by these first trans-atlantic events, posted a prize of $25,000 for the first non-stop airplane flight between Paris and New York. The offer did not stir any excitement at the time; the feat was considered impossible. Activities turned in other directions. The offer was forgotten.

On Long Island, the spotlight swung over onto Mitchel Field, the new Army air base just south of Roosevelt Field. It had now acquired some fine new hangars and several good long runways. The most interesting news of the early nineteen twenties seems to center there. Many new projects were afoot. In mid-July, 1920, four Army airplanes under the command of Captain St. Clair Street took off from Mitchel Field for Nome, Alaska. By mid-August they were back again, having covered 9327 miles and having learned a great deal about air navigation. In November, Major C. S. Moseley established a new American speed record of 178 miles per hour at Mitchel Field by winning the first Pulitzer Race.

During the year 1922 the Army constructed a model airway between Mitchel Field and Dayton, Ohio. This was a most important development. Cross-country flying alone was not sufficient for regular flights. Emergency landing fields, markers, beacons, coordinated weather reports were all essential to regular flying. Even the term "airway" was a new word coined at this time. This work was of great aid to the Post Office Department, who were just preparing to set up the first regular airmail routes across the country.

To be continued

LONG ISLAND'S POPULATION

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Seen in Biltmore Fashion Show

Continued from Page 35

suit was carried out in Traford's new black nylon satin, and is modeled here by another design student Phyllis Tompkins. Many former students who are now making successful careers for themselves in the fashion field received their instruction solely through attending Saturday and evening classes in this practical school.

The style show was given for the benefit of Victoria Home for the aged.

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Duck Shooting of Yesteryear

Continued from Page 25

attached to windward and the battery anchored a proper distance from the wooden decoys, the whole job looked from a distance like nothing more than a fair-sized flock of wildfowl sitting on the water.

The man or men in the battery had to be experienced, and the man tending them from a sailboat well removed from the vicinity, had to be even more so. On his ability to reach the battery promptly sometimes depended the safety of the gunners. I recall Willard Clock and John Brown of Islip in a battery one December day when the wind suddenly shifted to the northwest and the weather turned icy cold. The sailboat tending them made repeated attempts to reach the battery in a dead ahead wind but, failing, finally went down the wind some miles to signal the Fire Island Lifesaving station. No help came from there, however, and not until after dark did a Bay Shore oyster boat go to the rescue. The hunters were finally located by gunfire blasts and taken from their foundering box in the niche of time.

Up to about 1888 muzzleloading shotguns were still pretty much in use, although the breechloader was rapidly taking its place. Experienced gunners always shot the left-hand barrel of a muzzleloader first so that in reloading it the loaded right barrel would be outside the line of the hand, thus avoiding the possibility of having a hand blown off while ramming home the charge.

In those days large flocks of wildfowl, finding food to their liking on the flats, would often remain in a spot for weeks at a time. Then, after being driven off, would soon begin to return in small flocks. This being the case, the gunner would sail along the flats and purposely scare a big flock away, then lay by for their return. Meanwhile the outfit went overboard in record time.

Among baymen, no shot was fired until a bird was within killing range. Ammunition could not be wasted. Usually two birds were singled out and brought down. There was no indiscriminate firing of five rapid shots into a flock, dropping wounded game to swim off and die, as in this day of automatic shotguns and careless hunters.

The baymen usually loaded his own shells, using the same paper cartridge two or three times. Some of the oldtimers had a kit of 50 or more brass shells which, after being capped, were placed upright in holes bored to their size nearly through a two-inch block of wood. Thus the top wad was protected from being loosened and releasing the shot. The normal charge for a ten gauge gun was $4\frac{1}{2}$ to five drams of black powder and $1\frac{1}{4}$ to $1\frac{1}{2}$ ounces of shot.

In the spring, hunting brant was most popular, other fowl being passed up. This was the rule even though brant were especially wary from being shot at all winter in the South. Black ducks were not considered very good eating in the spring, and whistlers, then very plentiful, and sheldrake were rated as too fishy, although some of the bank and point gunners didn't mind that.

Wildfowlers of that day were usually pretty good wing shots, among the most outstanding being Solomon Saxton of Babylon. "Uncle Sol" was what was called a two-bird man; that is, he invariably brought down two broadbill from the flock, one with either barrel. When well along in years "Uncle Sol" was matched with a top-notch wing shot named Ira Payne. Firing at live pigeons on the wing, they were about even, but in a return match in battery shooting for broadbill, the Babylon bayman showed marked superiority.

Captain John Smith was another good shot of whom 'twas said he could load a muzzleloader in record time. Being a devout churchman, he never left his home to go on the bay until after the stroke of midnight of a Sunday. He would usually shoulder a chesnut fence rail on the way to his boat to be used as firewood. Among noteworthy shots were also Henry Chichester of Amityville, Cap'n Bill Saxton of Babylon, son of "Uncle Sol", and numerous others who were not quite so consistent in their every day shooting.

One of the finest exhibitions of wing shooting I ever witnessed occurred one day in early March many years ago in a strong southwest wind under a bright sun. "Al" Ketcham of Copiague fitted out a battery about 11 a.m. off the northeast part of Yellow Flat, southeast of Babylon. In Ketcham's battery was one Charles Chichester. That afternoon as broadbill began to come in from the east, passing between us and the battery, Chichester dropped two birds out of every flock and sometimes three, notwithstanding that they came in over his wrong hand, making accuracy doubly difficult.

Wildfowl when leaving the bay do not all take the same course. At least, such was the case at the time of which I write. Broadbill flying high would go northwest, striking in over the land near Babylon and points west. Sometimes they would fly during the late afternoon on a strong southerly wind. Whistlers usually flew north, leaving just after dark on the full moon, while brant went east-northeast along the coast.

In closing I wish to say that an effort has here been made to give a true account of conditions with respect to wildfowl on Great South Bay back 40 and more years ago. There are few baymen of that generation still with us, but those who are and who then went gunning will, I feel sure, verify what has been said here. It is a chapter of island history that changing conditions have forever closed.

The End of a Tongue

Continued from Page 29

Colonel Youngs. Perchance the Voice was but the conscience of the community echoing among the big trees on nearby Calves Neck, or perhaps it was the inner monitor of the High Sheriff speaking.

As stated above, the mouth of Thomas Harris, the young merchant from Boston, was closed when his mutilated body was found on the shore of the Sound which separated him from his New England home. The tongue that was to have been as prolific as the pen of a ready writer had been deftly and completely removed.

Humphrey Norton, Thomas Harris and Case's Crew, Quakers all, surely were not welcome at Southold. The Harris incident, like the Norton case, was "interesting"—and also shameful.

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Money made by catching whales was invested in gaudy stock certificates. As a rule stockholders lost. Profit-sharing in whaling ventures paid often big returns—but manufacturing enterprises absorbed hard earned profits.

Adams, the historian, says "at the time of the revolution there were three windmills on the shore of Sag Harbor, two between the wharves and one west of the older one. These have long since disappeared.

Oscar Dowling,
Newark.

* * *

Re. Ezra L'Hommedieu

I am very pleased that Dr. Wood has written such a full and accurate account of my favorite Long Island historical character, the Honorable Ezra L'Hommedieu, and gotten the chief facts of his life and ancestry into print for all interested Long Islanders, and natives of Southold town especially.

It is an achievement to have gotten Mr. L'Hommedieu's connection with such a number of distinguished Long Island families set down correctly.

I think it is truly remarkable that so near the end of his long and useful life, Ezra and his second wife, Mary Catharine Havens of

Continued on back cover

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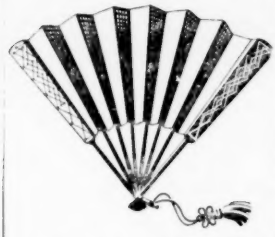
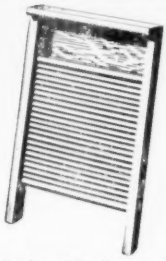


This lady's accessory (or weapon) cooled more by suggestion than by moving air.



The "washboard blues" meant more than a song to women who bent over them!

Poor substitute for a baseball bat, but ball games waited while Junior beat rugs with this!

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Forum

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Shelter Island, had their one daughter, so that he was not left without descendants. Is it not difficult for us today to imagine how a man living on the east end of Long Island, able to reach New York only by coach or sailboat, could be all his adult life so active in both state and national affairs?

Mrs. Joseph A. Wells,
Upper Montclair, N. J.

* * *

L. I. Quakers Pioneered

Long Islanders played quite an important part in the early settlement of Westchester County. John Richbell of Oyster Bay, for instance, purchased from the Mammaroneck Indians in 1661 the site of Chappaqua. In 1691 Richbell's widow conveyed this land to Col. Caleb Heathcote which with other lands that he acquired became by royal patent in 1701 the Manor of Scarsdale. This included the present towns of Mamaroneck, Scarsdale, part of White Plains North and New Castle.

John Harrison of Flushing also purchased from the Indians a tract of land about nine miles long and three wide in this town of Rye. Harrison's father was a freeholder of Newtown on Long Island in 1655. The purchase at Rye was made in behalf of a group of Long Island Quakers who called their settlement Purchase. Among the Long Island families represented were Underhill, Burchell, Cornell, Schofield, Carpenter, Haviland, Conklin, Washburn, Weeks and Farrington.

A ferry service was established in 1739 from Oyster Bay to Rye, and among those who used it quite regularly were Quakers who visited one another's meeting houses on either side of the Sound.

I am indebted to Mrs. Mabel Church Tompkins of Chappaqua for these interesting facts.

Carolyn Fritz,
White Plains.

* * *

We enjoy the Forum very much and wish you continued success.

Mrs. John D. Dyer, Orient.

Not Achsa Randall

I have been informed that the quotation which I credited to Achsa A. Randall in my story, "Port Jefferson's Past", in the November Forum was from another writer, possibly named Newton.

Kate W. Strong, Setauket.

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